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THIS IS UNEVALUATED INFORMATION

1. Since about 13 July, Soviet leave trains have also been operated by German train crews.¹

2. Between 24 and 28 June, [redacted]
[redacted] several bridges had been demolished between Dirschau
and Preist Litovsk.⁴

3. In early July, [redacted] the Soviets intend to reroute their transit traffic via Rostock.³ Soviet personnel of the supply installation involved recently returned with delays of up to two weeks from leaves spent in the USSR.⁴

4. On 6 July, [redacted] a sizable number of trains, which, allegedly, could not be dispatched because railroad lines east of the Oder River had been interrupted. [redacted] some of the trains carrying reparations goods to the USSR were being rerouted via Stettin.³

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5. On 11 July, [] trains through Poland previously handled by Soviet personnel would now be operated by German locomotive brigades. All trains must be preceded by a German crash locomotive.¹ Important shipments such as foodstuffs are almost exclusively sent by sea. For this reason, the truck convoys previously shuttling between Leipzig and Frankfurt/Oder have since recently been operating between Leipzig on the one hand, and Stralsund and Rostock on the other.³

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- 25X1 1. [] Comment. The two Soviet leave trains operating between Frankfurt/
25X1 Oder and Brest Litovsk had, since 1950, been handled by Soviet loco-
25X1 tive column []
25X1 2. [] Comment. This information agrees with previous reports on sabo-
25X1 tage acts against railroad bridges in Poland. []
25X1 3. [] Comment. So far, it had only been reported that Stettin was being
used for Soviet shipments by sea. However, it is well possible that in
view of continuing interruptions of the Soviet supply lines through
Poland the East German sea ports will also be utilized for rerouted
Soviet transit traffic.

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